

4. Q. How are railroad troops organized? To whom are they responsible? What are their duties? Where does their work end and that of civilian agencies begin?
- A. There is no organization of operating rail personnel in the Soviet Army other than among security troops. At army level there is a section with a military command covering railroad transport; however, there is no organization among the railway personnel as among army units. In time of war the entire rail net is under military control but the changeover from its peacetime operation is hardly noticeable. Even in peacetime, rail personnel possess simulated ranks and wear uniforms. The civilian railway personnel have very little distinction from army personnel in peacetime. For one thing, however, they don't have to take the military oath administered to members of the armed forces. The responsibility for rail transport belongs to the Ministry of Railroad Transport. A few officers and enlisted men are assigned to it in administrative positions.
- Army rail repair and construction units do, however, exist. Directly under the front (army group), there is an engineer brigade with responsibility for reconstructing bridges, rails, etc. Each brigade consists of three or four battalions of railway engineer troops with repair trains and other necessary equipment with which to repair or build rail lines.
5. Q. Does the transfer of goods and equipment from the broad gauge tracks of the USSR to the narrower gauge tracks of western Europe present any difficulties or particular hardships to Soviet rail transport and supply?
- A. It doesn't play a very great role in the Soviet transport picture or in the supplying of her forces in Europe. In my opinion, moreover, bombing of these transfer points would not greatly handicap the Soviets. There are transfer points for transloading at many places along the Soviet western borders. Moreover, European gauge extends a distance of 25 kilometers into the USSR at these transloading points, and transfer facilities exist all along the way. I believe that the Soviets would build their gauge tracks along side of the European rail network in the event of hostilities.
6. Q. In what manner are POL supplies normally sent to the various echelons of the Army? How is fuel stored at the various levels of command? What type of containers are used?
- A. POL supplies are normally sent to the various levels of command by railroad tank cars. At division and regiment, gasoline trucks may be used. Storage for fuel is customarily provided by tanks sunken into the earth. In rear bases, horizontal tanks are set up on the ground, and tank railroad cars or tank trucks load up with the fuel and send it on forward. Barrels and other containers are used for storage at lower echelons.
7. Q. Are there any units within the Soviet Army concerned with the transport of supplies by water? If so, give any information on them which you might have.
- A. I personally do not know of the existence of any units concerned with the transport of army supplies by water.
8. Q. What do you consider to be the greatest weaknesses in (a) motor transport, (b), railroad transport, and (c) water transport?
- A. Motor transport is poorly developed within the Soviet Army and the USSR because there is not enough of it and the supply of motor fuel is inadequate. There are very sharp restrictions on its use in the Soviet Army. The allotment for my truck was 300 liters per month in Germany, and the same held true of all military vehicles. If the amount of gasoline was used up before the end of the month, no more was forthcoming; however, any unused portions of the ration could be carried over from month to month. Truck transport is used only for short

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hauls, usually no further than from one unit to the next lower (or higher) echelon. Long distance hauling of supplies by motor transport in the Army is practically non-existent. There is almost no private ownership of motor vehicles. No one owns privately a truck, and very few people in the USSR own cars. Repair and maintenance is poor because there are no spare parts. It took for example, two months for my truck to be repaired on this account. However, I do not feel that there was any lack of trained mechanics within the Soviet Army.

Soviet railways are very weak because they are not extensive and there is not enough rolling stock. The operation of them is very poor -- due, to a large extent, to the highly bureaucratic structure of the system. Loading facilities are not modern. Within the USSR, loading is done by hand because of this lack of modern loading devices. These facilities are, however, better in Germany and the other occupied countries. Also, loading ramps within the Soviet Union were usually improvised and were made of stones and filled with sand for the most part. Wood was rarely used for this purpose.

I believe that the major weaknesses of the Soviet Water Transport Net can be attributed to several things. Here again, bureaucracy is the fundamental weakness. "The spirit of the collective farm" is everywhere. This especially affects the development of water transportation.

The moving stock is not large enough and during the winter season, due to the severity of the climate, the waterways of the USSR may be closed to shipping for half a year or longer. Of course, it is then that the railway system is vastly overburdened and most vulnerable.

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